

Cost-effectiveness

		Combinatie bestaande uit (let wel dat effecten zijn teruggeschaald naar 'sluippost' 475k):					
in mln. Euro's	Totaal combinatie	1. Nachtoptimalisatie	2. Tariefdifferentiatie	3. additionele vlootvernieuwing	4. Weren Lawaaiige toestellen	5. Nachtrestrictie 27k	6. Restrictie totaal aantal vluchten 475k
Net costs							
Operational costs airlines	-€ 143,2	-€ 2,3	-€ 31,2		-€ 2,2	-€ 18,1	-€ 89,3
Generalised travel cost passengers/freight	-€ 228,5	-€ 2,2	-€ 4,0		-€ 1,3	-€ 12,6	-€ 208,4
Government costs	-€ 7,1		-€ 0,7		-€ 0,2		-€ 6,2
Direct costs	-€ 378,8	-€ 4,6	-€ 35,9		-€ 3,7	-€ 30,6	-€ 304,0
Net External effects (less flights)							
Climate effects - CO2 and non CO2	€ 18,2						€ 18,2
Air quality - NoX	€ 1,8						€ 1,8
Air quality - PM10	€ 0,2						€ 0,2
Additional economic impact Schiphol (agglomeration)	-€ 55,8	-€ 0,7	-€ 5,3		-€ 0,5	-€ 4,6	-€ 44,7
Total costs (including indirect and external costs):	-€ 414,4	-€ 5,2	-€ 41,2		-€ 4,3	-€ 35,2	-€ 328,5
	Totaal combinatie	1. Nachtoptimalisatie	2. Tariefdifferentiatie	3. additionele vlootvernieuwing	4. Weren Lawaaiige toestellen	5. Nachtrestrictie 27k	6. Restrictie totaal aantal vluchten 475k
Net costs							
Operational costs airlines	-143.207.179	-2.316.879	-31.235.730		-2.233.600	-18.075.261	-89.345.709
Generalised travel cost passengers/freight	-228.497.040	-2.238.506	-4.003.651		-1.286.150	-12.551.979	-208.416.753
Government costs	-7.064.412		-657.251		-211.138		-6.196.022
Direct costs	-378.768.631	-4.555.385	-35.896.633		-3.730.888	-30.627.240	-303.958.484
Net External effects (less flights)							
Climate effects - CO2 and non CO2	18.185.357						18.185.357
Air quality - NoX	1.809.259						1.809.259
Air quality - PM10	174.370						174.370
Additional economic impact Schiphol (agglomeration)	-55.755.633	-683.308	-5.285.907		-527.962	-4.594.086	-44.664.369
Total costs (including indirect and external costs):	-414.355.277	-5.238.693	-41.182.540		-4.258.850	-35.221.326	-328.453.867

Additional fleet renewal

Fleet renewal is a continuous process driven by operational costs. A trend-based development of airline fleets is therefore assumed in the baseline scenario. As the noise objectives are defined against the baseline, the objectives also implicitly assume a trend-based development of airline fleets.

During the consultation phase and notification phase it became clear that certain airlines at Schiphol renew their fleets at a faster pace than the assumed trend-based development between November 2024 and November 2025. The contribution of this accelerated fleet renewal – the level of fleet renewal above and beyond the trend-based development - to the noise objectives shall be estimated. It should be noted however that the pace of fleet renewal may decline after 2025 (and, over the longer term, returning back to the trend-based development).

Fleet renewal decisions have been made prior to the government's announcement to reduce Schiphol's capacity. This means that any fleet renewal until 2025 is the result of airline business decisions made in the past. Fleet renewals therefore should not be confused with measures to reduce noise at Schiphol. As fleet renewals cannot be considered as measures, no additional costs apply.

We do not calculate any additional costs or cost-effectiveness for fleet renewal, as investment decisions for fleet renewal have been made years ago. As fleet renewal for certain airlines seems to be above the long-term development included in the baseline it contributes to some extent to the noise objectives in reducing houses and annoyed persons. For the results in noise reduction we refer to the the Balanced approach noise study conducted by to70 (May 2024).